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L1: Entry 1 of 1

File: DWPI

Aug 20, 1998

DERWENT-ACC-NO: 1998-448089

DERWENT-WEEK: 199839

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TITLE: Vehicle wheel or drive train oscillation damping method - detects critical oscillation by analysis of velocity characteristic for braked wheels for initiating special braking regulation mode

INVENTOR: BAUER, T; BURKHARD, D ; JANSSEN, G ; SCHMIDT, R

PATENT-ASSIGNEE:

ASSIGNEE

CODE

ITT MFG ENTERPRISES INC

INTT

PRIORITY-DATA: 1997DE-1005948 (February 17, 1997)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
<u>DE 19705948 A1</u>	August 20, 1998		008	B60T008/00
WO 9835865 A1	August 20, 1998	G	000	B60T008/00

DESIGNATED-STATES: JP US AT BE CH DE DK ES FI FR GB GR IE IT LU MC NL PT SE

APPLICATION-DATA:

PUB-NO	APPL-DATE	APPL-NO	DESCRIPTOR
DE 19705948A1	February 17, 1997	1997DE-1005948	
WO 9835865A1	February 4, 1998	1998WO-EP00590	

INT-CL (IPC): B60 T 8/00; B60 T 8/32; B60 T 8/60; G01 H 1/00; G05 D 19/00; G05 D 19/02

ABSTRACTED-PUB-NO: DE 19705948A

BASIC-ABSTRACT:

The oscillation damping method uses analysis of the velocity characteristic of the driven vehicle wheels during a regulated braking manoeuvre, for detection of critical oscillation, with resulting switching to a special regulation mode in which the braking pressure is held constant, or in which the pressure increase in the braking pressure is delayed. The special braking regulation mode is maintained for a limited time interval, with termination of the special braking regulation mode in dependence on the detected wheel slip.

USE - For damping critical oscillation during anti-locking braking regulation.

ADVANTAGE - Ensures safe and comfortable braking of vehicle with anti-locking braking regulation.

CHOSEN-DRAWING: Dwg.1/3

TITLE-TERMS: VEHICLE WHEEL DRIVE TRAIN OSCILLATING DAMP METHOD DETECT CRITICAL OSCILLATING ANALYSE VELOCITY CHARACTERISTIC BRAKE WHEEL INITIATE SPECIAL BRAKE REGULATE MODE

DERWENT-CLASS: Q18 S02 T06 X22

EPI-CODES: S02-E; T06-B12; X22-C02C3; X22-G01;

SECONDARY-ACC-NO:

Non-CPI Secondary Accession Numbers: N1998-349321

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L2: Entry 1 of 2

File: EPAB

May 26, 1994

PUB-NO: DE004239177A1

DOCUMENT-IDENTIFIER: DE 4239177 A1

TITLE: Antilock braking system adaptation to state of road surface - involves evaluation of phase difference between peaks of wheel-slip and deceleration as criterion for relaxation of antilock threshold

PUBN-DATE: May 26, 1994

INVENTOR-INFORMATION:

NAME

HAUPT, KARLHEINZ DIPL ING

COUNTRY

DE

ASSIGNEE-INFORMATION:

NAME

TEVES GMBH ALFRED

COUNTRY

DE

APPL-NO: DE04239177

APPL-DATE: November 21, 1992

PRIORITY-DATA: DE04239177A (November 21, 1992)

US-CL-CURRENT: 303/150; 303/DIG.5

INT-CL (IPC): B60T 8/32

EUR-CL (EPC): B60T008/00

ABSTRACT:

The curve of vehicular deceleration (aFZ) plotted against time has a waveform exhibiting a slight delay (delta T) in peaking w.r.t. the corresp. average wheel-slip curve (SFZ). The two curves are compared and the thresholds of antilock braking operation are varied in accordance with the delay. Electronic digital signal processing evaluates the delay w.r.t. a reference speed and recognises presence or absence of a peak in the frictional coefft./slip curve. Where no peak is found, the max. permissible wheel-slip is increased. ADVANTAGE - Braking power is increased where the frictional coefft./slip curve rises continuously without a pronounced max..

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